

Socio-Economic Conditions of Rickshaw Pullers in Lucknow City

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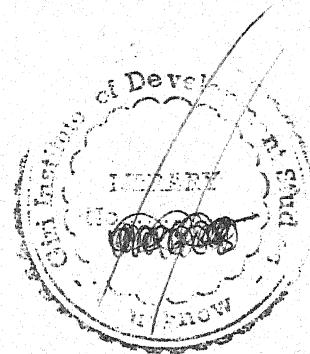
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Introduction

Transportation plays a key role in the process of economic development of urban settlements and the large cities are generally expected to be served with a chain of public or privately operated efficient modes of transportation such as, buses, taxis, auto-rickshaws, etc. However, the city of Lucknow is one where neither of the above have been effectively developed over the years. As a result the population of the city is very heavily dependent on the tempos as far as the main routes are concerned and on the cycle rickshaws in the main routes as well as the areas where the roads are narrow and traffic congested. There was a time when rickshaw was the main mode of conveyance. But with the expansion of the city new colonies were developed and the mid-1970s saw the introduction of the tempos. Since then the reliance on the cycle rickshaw has certainly declined. Despite this decline, cycle rickshaw continue to be significant mode of transportation even today as is evidenced by the fact that during the year 1996-97 about 28 thousand licenced rickshaws were plying in the city.

The importance of rickshaw pulling has been well recognised in terms of its contribution in rendering services for transporting goods and movements of people among different locations of the city, periods providing employment opportunities to a larger size of labour force in the city. As per 1991 Census, the labour force employed in transport and communication sector is 34.06 thousands while according to data obtained from Lucknow Nagar Nigam the workforce in rickshaw pulling accounts for over 26.70 thousands. However, rickshaw pulling activity has been observed as a part time or a seasonal occupation of a majority of labourforce, particularly for rural migrant labourforce who generally join in rickshaw pulling when they do not find employment in agricultural activities.

The Study

Keeping into consideration the importance of rickshaw pulling as a means of civil transport system and its contribution in providing employment to a sizeable population, the present study, based on primary data collected among a sample of 60 rickshaw pullers selected from different areas of the city, attempted to examine the socio-economic characteristics, pattern of migration, occupational mobility, working condition, employment situation, living conditions and several other related aspects about rickshaw pullers in Lucknow.

Ownership and Licence

The licence for rickshaw can be obtained from the offices of Lucknow Nagar Nigam which are established in four different locations of the city. The licence is issued for a financial year and it has to be renewed every year by paying Rs.3 as a licence-fee. The provision of group insurance scheme for rickshaw pullers has also been introduced by the Nagar Nigam. However, its availment is not compulsorily forced upon rickshaw pullers. Instead the rickshaw pullers can voluntarily utilize this facility by depositing Rs.5 annually in addition to the licence fee of the rickshaw. Under this insurance scheme the insured rickshaw puller or his family will be entitled to get Rs.6000 in the case of his death or accident. However, hardly any rickshaw puller is availing the facility of group insurance partly because most of the rickshaw pullers do not own the rickshaw so they do not have to go for its annual licence and partly due to lack of awareness about the existence of such a scheme. As we found over 76 per cent of the rickshaw pullers have not any knowledge about the availability of such scheme. Also, only 23 per cent of the sample respondents have been plying their own rickshaw in the city. The remaining rickshaw pullers are hiring rickshaw on daily basis from the owners of rickshaws who are mainly contractors, shop keepers and service personnel.

The rickshaw pullers have responded that they do not find any serious problems in obtaining licence for rickshaw.

But, over 68 per cent of them have desired that the policy of licence system for rickshaw pulling should be withdrawn by the Government as has been done in the case of cycles. In the city both licenced as well as unlicenced rickshaws are plying. About 6 to 7 thousands unlicenced rickshaws are plying in the peripheral areas and various residential colonies of the city. We also found 5 unlicenced rickshaws in our sample which are not only plying in the peripheral routes but are also regularly plying in the main localities like Daliganj and Chowk. In all very inconsistency is revealed in terms of number of rickshaws were registered with the Nagar Nigam for the purpose of obtaining licence. As during 1993-94, total number of licenced rickshaws registered with the Nagar Nigam were 26.72 thousands which were declined to 26.32 thousands in 1994-95 but the corresponding figure increased to 27.51 in 1995-96 and 27.89 thousand in 1996-97.

Personal Characteristics of Rickshaw Pullers

Cycle rickshaw plying is an occupation of the most vulnerable sections of the urban society. However, the labourforce from neighbouring city areas is equally participating in rickshaw pulling during off season of agricultural activities. And thus the rickshaw pulling has been recognised a full time occupation for urban labour force and part-time job for rural labour force living in the adjoining areas of the urban settlement.

Table 1 : Educational Characteristics

Age Group	Illiterate (Below Primary)	Literate (Below Primary)	Primary	Middle	Total
Below 30	14 (66.67)	3 (14.29)	4 (19.05)	-	21 (100.00)
30 - 40	8 (50.00)	3 (18.75)	4 (25.00)	1 (6.25)	16 (100.00)
40 - 50	10 (76.92)	3 (23.08)	-	-	13 (100.00)
50 - 60	7 (100.0)	-	-	-	7 (100.00)
60 and above	3 (100.0)	-	-	-	3 (100.00)
Total	42 (70.00)	9 (15.00)	8 (13.33)	1 (1.67)	60 (100.00)

A majority of rickshaw pullers in our study are quite young while only 10 per cent were above 50 years age as against this 35 per cent are in the age of below 30 years. Distribution of sample rickshaw pullers according to different castes and religions it was revealed that the rickshaw plying is being undertaken by almost all the castes and religions, though the proportion of Scheduled Castes/Tribes is significantly higher (46.67 per cent) as compared to upper castes Hindus (33.33 per cent) and the Muslims (20 per cent). As far as the educational characteristics of rickshaw pullers is concerned, over two-thirds of them are

illiterate whereas the rest of them have availed upto primary level of education.

Table 2 : Distribution of Rickshaw Pullers by their Religion and Caste

Age Group	Religion		Caste					Total
	Hindu	Muslim	Upper	Back- ward	SC/ST	Muslims		
Below 30	7	4	3	3	11	4		21
30 - 40	14	2	3	5	6	2		16
40 - 50	10	3	2	4	4	3		13
50 - 60	5	2	-	-	5	2		7
60 & above	2	1	-	-	2	1		3
Total	48 (80.00)	12 (20.00)	8 (13.33)	12 (20.00)	28 (46.67)	12 (20.00)		60 (100.00)

Socio-Economic Background

The labourforce engaged in rickshaw pulling mainly comprises of the urban low income group households and rural agricultural labourer classes. Significantly a larger proportion of rickshaw pullers (73.33 per cent) belong to households with Rs.1500 to Rs.3000 per month income while only 8.33 per cent belong to above Rs.3000 income groups. Average size of family is estimated to be 5.20. An interesting feature which our sample revealed was that there

was a positive relationship with the size of the household and the income of the household.

Table 3 : Activity Status of the Family Members

Income (Monthly in Rs.)	Work- ing	Child	Stu- dents	Others	Total	Depen- dency Ratio	Percentage En- rolment to School going age group children
Upto 1000	5	4	1	5	15	33.33	33.33
1000-1500	8	3	2	7	20	40.00	50.00
1500-2000	29	27	4	36	96	30.21	14.29
2000-3000	47	25	21	51	144	32.64	45.65
3000 & above	12	7	3	15	37	32.43	60.00
Total	101 (32.37)	66 (21.15)	31 (9.93)	114 (36.53)	312 (100.0)	32.37	31.46

The sex ratio, in terms of the population of women per thousand of male population is found significantly much larger at 1108 while as per 1991 census the sex ratio for Lucknow is estimated to be around 867. Average monthly income of households is found to be Rs.1934 which ranges lowest from Rs.875 to highest at Rs.3714 among different sample households. As a result of relatively much larger family size of rickshaw puller the monthly per capita income is very low at Rs.371, in fact this figure of over half of the rickshaw pulling households is averages at Rs.259 only.

Table 4 : Educational Characteristics of the Family Members by Level of Income

Monthly Income (in Rs.)	Illiterate	Primary	Middle	Secondary	Total
Upto 1000	14	1	—	—	15
1000-1500	17	3	—	—	20
1500-2000	81	13	2	—	96
2000-3000	110	27	5	2	144
3000 & above	27	5	4	1	37
Total	249 (79.81)	49 (15.71)	11 (3.53)	3 (0.96)	312 (100.00)

Due to poor socio-economic background of the households a majority of rickshaw pullers had neither availed of any educational facilities themselves, nor their family members, particularly children are enrolled in schools. Since the literacy rate of the adult family members is estimated to be only 20.19 per cent, which is again positively related with the income level of different households, the proportion of children currently utilizing the educational facilities accounts for 31.46 per cent. The worker participation rate in the rickshaw pulling households is significantly better (32.37 per cent) than the average for Lucknow as a whole (26.67 per cent); though it is significantly higher in relatively lower level of income groups of households as

compared to higher income groups of households. In over 58 per cent households more than one family member is employed and contributing income for concerned household. However, the contribution of rickshaw pullers in the total income of respective household accounts for 70 per cent, in fact, it is much higher at 91.76 per cent for those belonging to lowest income groups of households.

Table 5 : Socio-Economic Characteristics of the Households

	Family Income (Monthly in Rs.)						
	Upto 1000 1000	1000- 1500	1500- 2000	2000- 3000	3000 & above	Total	
No. of Rickshaw Pullers	5	6	20	24	5	60	
Average size of family	3.40	3.30	4.75	6.00	7.40	5.20	
Literacy rate	6.67	15.00	15.62	23.61	27.03	20.19	
Sex ratio (Per '000 males)	875	1000	1526	920	1177	1108	
Worker participation rate	33.33	40.00	30.21	32.64	32.43	32.37	
<u>Monthly Income :</u>							
Per Household (Rs.)	874	1208	1694	2390	3714	1934	
Per capita (Rs.)	291	363	353	398	502	371	
Average Income from Rickshaw Pulling (Rs.)	802	1077	1436	1361	1894	1355	
Share of respondent in total family income	91.76	89.10	84.77	56.95	51.00	70.09	

Migration

Both migrant as well as non-migrant labourforce is found participating in rickshaw pulling activity in the city. But the proportion labourforce from former group is relatively higher (57 per cent) than the latter group of labourforce. Most rickshaw pullers had migrated from the rural areas (88 per cent) of different neighbouring districts of the Lucknow while only two rickshaw pullers are from Bihar. The analysis related to the pattern of migration of our sample revealed that over two-thirds of the respondents had previously migrated to several other cities and had been engaged in different economic activities, including rickshaw pulling, before coming to Lucknow. As a result the average age at which these migrants came to Lucknow was rather high (34 years). Also, 24 per cent rickshaw pullers who have migrated from nearby villages of Lucknow are seasonal migrants who come during the agricultural off season on a regular basis.

Poor economic conditions of households at the native place has been the most important factor of migration of a majority of rickshaw pullers (64.71 per cent). However, remaining 21 per cent and 15 per cent rickshaw pullers migrated due to non-availability of employment opportunities and some other personal reasons respectively. Interestingly all the sample rickshaw pullers had at least some source of income as a result of casually getting employment in agricultural activities, construction work, and similar type

of low paid occupations in different economic activities. Agricultural activities were the main source of livelihood of highest proportion of migrant rickshaw pullers (47 per cent) at their native place while 24 per cent were employed in different categories of small shops and commercial activities. Remaining equal proportion of 15 per cent each

Table 6 : Characteristics of Migrant Rickshaw Pullers

	Age at Migration (Years)					Total
	Below 25	25-35	35-45	45 & above		
Average age at migration (Years)	22.14	28.93	38.00	51.44	33.70	
Average duration of stay in Lucknow (days)	3.28	4.60	5.67	4.67	4.59	
Waiting period for first job (days)	4.25	5.25	5.00	2.50	4.25	
<u>Reason of migration :</u>						
(a) Poverty	5	8	3	6	22	
(b) Employment	1	5	—	1	7	
(c) Others	1	2	—	2	5	
<u>Activity at Native Place :</u>						
(a) Cultivator/Agricultural labourer	4	8	—	4	16	
(b) Rickshaw pulling	1	1	1	2	5	
(c) Labourer	2	—	1	2	5	
(d) Others	—	6	1	1	9	
Total Migrants	7	15	3	9	34	

were respectively employed as labour in construction related activities and were already pulling rickshaw. It is further revealed that the rickshaw pullers covered in our study were recently arrived in the city. The average duration of their living in Lucknow varied highest from about 6 years to lowest at 3 years. Average duration of time devoted by respondents in search of employment or consulting various owners of rickshaw for the purpose of hiring rickshaw is worked out to be 4 days which marginally varied from 2.50 days to 5.25 days for different age groups of respondents. The first occupation of a majority of the respondents 73.53 was the pulling of rickshaw. Remaining about one-fourth of them had started working as labourer in the construction activities and as domestic servant.

Skill Acquisition

The rickshaw pulling requires only couple of days devotion in its learnings. However, the knowledge about different routes, localities and geographical situation of different areas of the city is quite essential. In our sample 8.33 per cent respondents had already learned the rickshaw pulling from their native place before coming to Lucknow. And remaining 48 per cent and 44 per cent of rickshaw pullers have acquired the skill for pulling rickshaw from their family members and friends respectively. None of the rickshaw pullers have reported that they faced any basic problem in its learning processes.

Significantly highest proportion of rickshaw pullers (48 per cent) are plying rickshaw in almost half of the areas of city while 41 per cent use to ply all over the city but remaining rickshaw pullers (11 per cent) ply their rickshaw in the peripheral areas and various residential colonies only.

Working Conditions

Most rickshaw pullers hire rickshaws on daily basis from different rickshaw owners by paying prescribed charges of rent in hiring rickshaw for whole day. However, extent of differences are prevailing in rates fixed by rickshaw owners for hiring rickshaw which ranges lowest at Rs.9 to highest at Rs.22 per day, depending upon the locality of the availability of rickshaw and the type of personal relationship maintained between the rickshaw pullers and its owners. Significantly larger proportion of rickshaw pullers are irregularly engaged in plying rickshaw as the monthly average days of plying rickshaw are worked out to 24.27 days. Only 13.33 per cent rickshaw pullers are engaged in plying rickshaw on full time basis while large number of 45 per cent and 41.67 per cent of them are working for 25 to 30 days and even less than 25 days respectively. The annual average working days are estimated to be 291 days which varied from 275 days to 303 days for different age groups of rickshaw pullers. Visiting native place of about 57 per cent rickshaw pullers and reason such as joining of social ceremonies and

festivals in the city have been observed most important elements that the rickshaw pullers are irregularly working. Annually they are devoting 68 days in such above activities while only for 6 days are not working due to the non-availability of rickshaw. During a day the rickshaw pullers are working for about 8.58 hours even around 48 per cent of them are devoting about 9 hours or above time in pulling rickshaw.

Table 7 : Working Pattern and Earnings

	Age (Years)					Total
	Below 30	30-40	40-50	50 & above		
<u>Days of Rickshaw Pulling:</u>						
(a) Monthly	25.04	22.94	25.23	24.80	24.27	
(b) Yearly	300	275	303	298	291	
Average hours of work	8.10	9.00	8.85	8.60	8.58	
<u>Per Day Earnings (Rs.) :</u>						
(a) Below 45	10	1	4	5	20	
(b) 45-60	4	2	4	3	13	
(c) 60 +	7	13	5	2	27	
Average	51.95	89.94	51.08	49.00	55.07	
Average monthly earning (Rs.)	1354	1507	1419	1087	1364	
Average monthly saving (Rs.)	215	285	255	247	236	
Total	21	16	13	10	60	

Inquiring about the sources and means of family survival during their non-working period we found significantly highest proportion of (35 per cent) them receive financial assistance from their family members and relatives followed by 30 per cent undertake agricultural activities at the native place, 18 per cent manage by their past savings and remaining 17 per cent borrow loan from their friends and relatives.

The rickshaw pulling activity has been generally considered quite popular in city for past several years. But the occupational mobility among rickshaw pullers seems to be rather high. Since a large number of rickshaw pullers (65 per cent) are plying rickshaw in the city for last less than 5 years. And, the average duration of playing rickshaw is only 4.96 years. The fare of rickshaw is mostly determined by the distance of travelling, availability of passengers in different locations and certain other variables such as availability pattern of transport and passengers and the conditions of roads. In the city a largest proportion of rickshaw pullers have reported that they determine the fare by distance of travelling (88.00 per cent) followed by availability pattern of passengers (42.0 per cent) and locality of operating rickshaw (42.00 per cent). The differences in fare for the same distance in different areas are caused by the availability pattern of passengers and the conditions of roads in different locations.

Table 8 : Determination of Fare and Causes of Its Differences

Duration of pul- ling (years)	Determination of Fare			Causes of Differences in Fare				
	Area of Opera- tion	No. of pas- sengers	No. of dista- nce tra- velled	Availa- bility of pas- senger	Road condi- tion	Availabi- lity of trans- port	Total sengers	
Upto 2	5	8	9	3	6	1	2	12
3 - 5	8	14	14	7	4	4	2	17
5 - 7	4	14	15	7	4	3	1	15
7 & above	8	10	15	6	6	1	3	16
Total	25 (41.67)	46 (76.67)	53 (88.33)	23 (38.33)	20 (33.33)	9 (15.00)	8 (13.33)	60 (100.00)

The rickshaw pullers hire rickshaw on the basis of their personal relationship or with the help of their friends and relatives. No provision of depositing security amount for hiring rickshaw is found in practice in the city. However, around 42 per cent of the rickshaw pullers are devoting 3 to 7 days in getting rickshaw if they once stop pulling rickshaw for longer duration. The rickshaw pulling is the only occupation of all rickshaw pullers though 30 per cent leave rickshaw pulling for 3 to 4 months so as to join agricultural activities at their native place.

Earnings

The rickshaw pulling activity is recognised as a very low earning occupation. The daily average amount of income generated from this occupation accounted for Rs.55, even 33.33 per cent of the rickshaw pullers are earning less than Rs.45. Remaining 45 per cent and 21.67 per cent of them are earning above Rs.60 and between Rs.45 to Rs.60 respectively. Thus the monthly earning averages at Rs.1364 but it varied lowest from Rs.1033 to highest at Rs.1507 for different age groups of rickshaw pullers. It is further pointed out that around 68 per cent of them are saving at least some amount of income after meeting their household expenses. The average amount of monthly savings accounts for Rs.236 which is around 16 per cent of their total income.

Though rickshaw pulling is providing very low amount of earning but a significant proportion of rickshaw pullers (66.67 per cent) are quite satisfactory with this occupation. Generally they were not aspiring for better status and high paid occupations saying that they are only suitable for carrying out such strenuous and low paid activities. However, a sizeable number of relatively lower age group rickshaw pullers (33 per cent) are aspiring for paid employment within the public and private sectors, while another 27 per cent of them are aspiring for regular employment and around 7 per cent are interested in opening small shops and repairing establishments.

Living Conditions

The living condition of rickshaw pullers, in terms of the availability of basic amenities of life such as housing, drinking water, electricity and sanitation facilities are very poor. Around 60 per cent of the rickshaw pullers are living in kachcha houses which are constructed by themselves on unauthorised basis along the road sides in different colonies and peripheries of the city. Remaining 40 per cent of them who are living in pucca houses, 16.67 per cent have own houses while a large number of them are either living with their relatives or paying rent of the houses. However, the facility of drinking water is available to half of the

Table 9 : Living Conditions

Monthly Income (in Rs.)	Housing				Drinking Water				Electricity		Toilet		Total
	Pucca		Kutcha		Tap		Handpump		Yes	No	Yes	No	
	O	R	O	R	O	P	O	P					
Below 1000 -	2	11	1	-	2	4	5	3	5	9	3	11	14
1000-1500	2	4	13	-	3	6	3	7	8	11	8	11	19
1500-2000	7	5	10	-	8	3	6	5	18	4	13	9	22
2000 and above	1	3	1	-	3	1	1	-	4	1	4	1	5
Total	10	14	35	1	16	14	15	15	35	25	28	32	60
	(16.67)	(23.33)	(58.33)	(1.67)	(26.67)	(23.33)	(25.25)	(25.25)	(58.33)	(41.67)	(46.67)	(53.33)	(100.00)

Note : 1. Housing : O = Own; R = Rented
 2. Drinking Water : O = Own; P = Public

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rickshaw pullers, while another half of them are obtaining water from public hand pumps and taps. The facility of electricity is available to 58 per cent of the rickshaw pullers only. The sanitation facility is available only in 47 per cent houses while more than one-half of the family members of rickshaw pullers are using open field for defication.

Social Security and Occupational Health Hazards

Rickshaw pulling occupation is a very unorganised form of informal sector activity in terms of its employment and social security. The rickshaw pullers are self-employed and they do not form a part of any organised/formal economic sector. Even they are not associated with any social organizations and trade unions. So the rickshaw pullers are lacking different kinds of facilities such as provident fund, gratuity, medical, social security and other benefits which are available to the labourforce employed in organised sectors. We find significantly a highest number of them availing medical facilities from private clinics and hospitals (70 per cent) while only 7 per cent are availing Government Medical facilities and remaining are equally visiting to both government and private hospitals for medical facilities. Average monthly expenditure of rickshaw pullers on medical treatment is worked out at Rs.32.8 but it is averages upto Rs.85 for relatively higher age group (above 60 years) of rickshaw pullers.

Table 10 : Situation of Occupational Health Hazard and the use of the Medical Facility

	Below 30	30-40	40-50	50-60	60 & above	Total
A. Type of Health Problem						
1. Breathing Problem	-	1	4	1	-	6
2. Stomach Pain	1	1	1	2	-	5
3. Cough	-	1	2	2	-	5
4. Weakness	1	4	1	-	1	5
5. Pain on legs	3	1	1	-	1	6
B. Accident						
1. Yes	2	5	3	-	-	10
2. No	12	14	16	22	5	56
C. Nature of Accident						
1. By Two Wheeler Transport	-	1	1	-	-	2
2. Car, Bus, Tempo, etc.	1	1	2	-	-	4
3. Other	1	3	-	-	-	4
D. Monthly Average Exp. on medical						
	17.38	23.13	32.69	85.00	56.67	32.08
E. Treatment by						
1. Private	16	11	8	5	2	42
2. Government	1	-	2	1	-	4
3. Both	4	5	3	1	1	14
Total	21	16	13	7	3	60

Significantly larger proportion (45 per cent) of rickshaw pullers were found suffering from permanent diseases which occurred due to plying rickshaws. As nearly 27 per cent are facing the problems general weakness and body aches while

remaining 27 per cent face breathing problems. However, only 17 per cent of them have met with an accident in the past.

Table 11

Age Group	Use of Alcohol						Average Booked Monthly Under		Total	
	Habitual		Occasional		Rarely		Exp. (Rs.)	Liquor	Yes	No
	Yes	No	Yes	No	Yes	No				
Below 30	15	6	4	7	4	3	45.33	3	12	21
30 - 40	12	4	2	2	8	3	47.50	9	9	16
40 - 50	9	4	2	2	5	1	36.11	8	8	13
50 - 60	4	3	-	2	2	1	49.25	3	3	7
60 & above	1	2	-	2	-	-	20.00	1	1	3
Total	41	19	8	15	19	8	43.71	33	60	

It is very surprising that even after having very low earning of the rickshaw pullers a large number of them (68.33 per cent) are consuming alcohol and spending around Rs.44 in a month on it. In fact 13.33 per cent of them are habitual while remaining 37 per cent are consuming alcohol occasionally or regularly. But no one has either met with an accident or been booked by police for driving under the influence of alcohol in the past. However, about 40 per cent of the rickshaw pullers were harassed by police occasionally, mostly in the case of parking rickshaws in the public park places and road sides and standing in groups. However,

harassment by police in checking licence is almost common feature and daily routine. The use of abusive language by passengers particularly in the matters related to payment of rickshaw fare is reported by over two-thirds of them.

Table 12 : Police and Public Behaviour, Government Policies
the Condition of Roads and Parking Facilities

Age Group	Police		Public		Govt.		Road Con-Parking		Total			
	Behaviour	Behaviour	Behaviour	Policies	ditions	Facili-	ties	Good	Bad	Good	Bad	Good
	Good	Bad	Good	Bad	Good	Bad	Good	Bad	Good	Bad	Good	Bad
Below 30	6	15	10	11	2	-	10	10	1	20	21	
30 - 40	3	13	8	8	1	3	10	6	-	16	16	
40 - 50	5	8	13	-	1	3	6	6	1	12	13	
50 - 60	3	4	4	3	-	2	4	3	-	7	7	
60 & above	2	1	2	1	-	2	1	2	-	3	3	
Total	19	41	37	23	4	10	31	27	2	58	60	

Thus, significantly a largest proportion of rickshaw pullers (68 per cent) have reported that the general behaviour of police is very bad, in fact it is increasingly worsening over the years. But significant changes have been experienced in the general behaviour and co-operation of public is reported by over 80 per cent rickshaw pullers. However, about 52 per cent of them have pointed out that the road conditions in the city are very poor, particularly in

Table 13 : Harassment by Police

Age Group	Frequency of Harassment			Nature of Harassment			Reason for Harassment			Total	
	No	Every day	Of ten	Self dom	Physical	Verbal	Both	Licence	Road side		
							che	par-	ding	king	
Below 30	11	—	4	6	—	7	3	6	3	1	21
30 - 40	8	1	3	4	—	5	3	6	1	1	16
40 - 50	9	—	2	2	—	3	1	2	2	—	13
50 - 60	5	—	1	1	—	—	2	—	—	2	7
60 & above	3	—	—	—	—	—	—	—	—	—	3
Total	47	1	10	13	—	15	9	14	6	4	60

Table 14 : Abusement by Passengers

Age Group	Frequency			Nature of Abuse			Reason				
	No	Every day	Of ten	Self dom	Physical	Verbal	Both	Fare	Slow speed	Others	Total
Below 30	10	4	3	4	—	10	1	8	2	1	21
30 - 40	7	1	2	6	1	8	—	6	3	—	16
40 - 50	12	—	—	1	—	1	—	1	—	—	13
50 - 60	3	—	3	1	—	3	1	4	—	—	7
60 & above	3	—	—	—	—	—	—	—	—	—	3
Total	35	5	8	12	1	22	2	19	5	1	60

the residential areas. Similarly, not any satisfactory and adequate parking facilities are available for rickshaws in any area of the city is reported by all the rickshaw pullers.

Conclusions

The contribution of rickshaw pulling has been recognised quite significant as a means of transportation and in providing employment opportunities to a larger extent both to migrant as well as to non-migrant labour force. It is seasonal occupation for rural migrant labour force who join rickshaw pulling during agricultural off seasons. Both licenced as well as unlicenced rickshaws numbering around 35000 are plying in the city but most rickshaw pullers do not own a rickshaw so they are hiring rickshaw from different owners on personal relationship basis without depositing any security but paying a reasonable amount of rent charges. A majority of rickshaw pullers are quite young but they mostly are illiterate and have large family size of five to seven members and relatively lower level of income groups. A significant households have more than one earning members but even then economic conditions of a majority households is very poor and has resulted in lower enrolment rates of their children in schools.

Almost the migrant rickshaw pullers were arrived in Lucknow after migrating several other cities but

significantly larger proportion of them were engaged in agricultural activities and were employed in low paid occupations before joining rickshaw pulling. Incidence of poverty and non-availability of gainful regular employment opportunities have been the major factors of migration of a majority of labourforce.

The rickshaw pullers have learned rickshaw pulling from their family members and relatives with the devotion of 2 to 3 days. Most rickshaw pullers are plying rickshaw in whole city for nearly 8 to 9 hours and earning between Rs.40 to Rs.90 per day. However, larger number of them work for less than 25 days in a month while yearly working days accounts for 291 days only and remaining days are spent either visiting native place or participating in social ceremonies and festivals in the city. Though the average monthly earning from this occupation is very low at Rs.1364 but most rickshaw pullers are quite satisfied with it and are not aspiring for better status and highly paid occupation.

The living condition of rickshaw pullers is very bad as most of them are living in kachcha houses which are constructed on unauthorised land. The facility of basic amenities of life such as drinking water, electricity and sanitation are hardly available and most rickshaw pullers are availing drinking water from public hand pumps and using open field for toilet purposes. Significant number of rickshaw pullers are suffering from various health related problems

caused by rickshaw pulling but availing the medical facility mostly with private doctors and very low proportion of them are mvisiting to Government hospitals for treatment.

They are frequently and largely harassed by police unnecessarily, even general public also harass in making payments for hiring rickshaw. No changes in the crucial behaviour of police has been experienced over the years but the attitude and cooperation of general public has been generally improved. They are not associated with any social organizations and trade unions.